

Dulles Corridor Committee
Dulles Corridor Metrorail Project Phase 2
Value Engineering Update

January 2012



Value Engineering Update

Total Number of Recommendations	32
Number of Recommendations Accepted by All Partners	3
<ul style="list-style-type: none">• Parking Garages• Station Canopies• Length of Track at End of Line	



Value Engineering Update

Number of Recommendations All Partners Agreed Should Be Considered (Additional Engineering Analysis Required)

7

- Structural Issues
- Number of Substations
- Standards Deviations Required



Value Engineering Update

Number of Recommendations All Partners
Agreed not to Include

22

- Major Alignment Changes
- Eliminate Stations
- Previously Considered and Rejected
- Major Environmental Considerations



Potential Value of Recommendations

Accepted Recommendations	Up to \$5.2 Million
Recommendations Under Engineering Evaluation	\$0 - 47.7 Million
Cost of Value Engineering Study	\$130,000
Phase 2 Estimated Cost (including Garages and Route 28)	\$3.20 Billion
Phase 2 Estimated Cost (After MOA Changes)	\$2.86 Billion

**PHASE 2 VALUE ENGINEERING
FINAL RECOMMENDATIONS
(JANUARY 11, 2011)**

Reference	VE Proposals	VE Consultant's Estimated Savings	Incorporate Into Project	Exclude From Project	Needs Further Discussion	Notes
ADDRESSED IN MOA						
PA-01	Deliver the parking garages by private concession instead of design/build	\$198,109,000	DRPT Fairfax Loudoun MWAA WMATA			Addressed in MOA
ST-41	Shorten the tail tracks at the end of the line	\$5,174,000	DRPT Fairfax Loudoun MWAA WMATA			Reduced During Phase 2 PE; Further Reduction Proposed
TP-06	Do not provide a cover over the end of the platform	\$1,219,000	DRPT Fairfax Loudoun MWAA WMATA			Addressed in MOA
EVALUATE/ADDRESS IN FINAL DESIGN						
CP-31	Ensure that the specifications will permit gravity walls with lateral insulation	\$2,000,000			DRPT Fairfax Loudoun MWAA WMATA	Final Design Detail; WMATA Criteria Issue
CP-34	Permit 10' left shoulder width on Greenway and DIAAH at Pinch Points	\$611,000			DRPT Fairfax Loudoun MWAA WMATA	Safety Issue for Operations & Maintenance
CP-44	Use a low-level AASHTO girder trestle to the yard over the wetland	\$34,300,000			DRPT Fairfax Loudoun MWAA WMATA	Final Design Detail; WMATA Criteria Issue; Potential Environmental Impacts
MT-31	Revise the curtain wall to polycarbonate panels	\$292,000			DRPT Fairfax Loudoun MWAA WMATA	Final Design Detail; WMATA Criteria Issue
MT-37	Reduce the number of energized tracks to eliminate one TPSS	\$10,000,000			DRPT Fairfax Loudoun MWAA WMATA	Addressed in MOA; Requirement to be Confirmed in Supplemental PE
PE-17	Remove pavers, planters, and shrubs from the MOW Building and provide pervious asphalt	\$192,000			DRPT Fairfax Loudoun MWAA WMATA	Final Design Detail
TP-24	Simplify the canopy design	\$256,000			DRPT Fairfax Loudoun MWAA WMATA	Final Design Detail

Incorporate into Project = \$204,502,000

PHASE 2 VALUE ENGINEERING
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Reference	VE Proposals	VE Consultant's Estimated Savings	Incorporate Into Project	Exclude From Project	Needs Further Discussion	Notes
	Evaluate/Address in Final Design =	\$47,651,000				